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## **DECLARATION OF EDWARD C. FATZINGER, JR. MS, PE**

- 2 I, Edward C. Fatzinger, Jr., declare as follows:
  - I am a senior forensic engineer with Momentum Engineering Corp. 1.
  - I am a competent adult and personally familiar with the facts contained 2. herein and would and could competently testify thereto if called upon to do so.
    - A true and correct copy of my C.V. is attached as Exhibit 1. 3.
  - 4. Before reaching my opinions in this case, I reviewed the following documents:
    - a. State of California Traffic Collision Report #16-43654.Color copies of photographs of involved vehicles;
    - b. Color copies of photographs of the accident scene Investigative reports from OCCL, FPD, and CHP;
    - c. Property damage estimate for CHP Ford Taurus;
    - d. Deposition testimony of Francisco Orozco, dated May 3, 2018;
    - e. Deposition testimony of Jon Cleveland, dated October 20, 2017;
    - Deposition testimony of Richard Henderson, dated October 20, 2017;
    - Deposition testimony of Thomas Ray Hinkle Jr., dated April 18, 2018;
    - h. Deposition testimony of David Sainz, dated May 24, 2018;
    - Deposition testimony of Armando Villanueva, dated May 23, 2018;
    - Deposition testimony of Abel Orozco, dated April 19, 2018.
  - In addition to the documents above, my opinions are based upon my 5. inspection of the site and my inspection of the red Chevrolet Silverado pickup truck driven by Pedro Villanueva.
  - When the truck was approximately 15-20 feet from colliding with the CHP Taurus left rear door area, the truck was travelling approximately 3-5 miles per hour.

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- 8. There were no acceleration or deceleration tire scuffs documented or observed in the scene photographs. Independent witnesses in this case did not hear tires screeching or engine revving. This is consistent with the slow speed of the truck and the minimal damage to the truck.
- 9. The impact speeds and maneuvers of the truck were not consistent with aggressive driving by Mr. Villanueva.
- 10. The approximate time between the impact between the truck and the parked Honda Civic, and the impact between the truck and the CHP Taurus was 16-17 seconds.
- 11. The movement of the truck from impact with the Honda Civic to impacting the CHP Taurus was unlikely done in one maneuver due to the proximity of the vehicles.

I declare under penalty of perjury that the foregoing is true and correct, and that this was executed this 11th day of July 2018 at Los Angeles, California.

Edward C. Fatzinger Jr., MS, PE

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